



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

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I-405 Executive Committee May 18, 2004 Meeting Summary

Next Meeting: November 16, 2004 – 9:30 to 11:30 am.

The following is a summary of presentations given, issues raised, actions undertaken or recommendations made. When possible, lengthy discussions have been summarized into themes or summary statements.

Executive Committee members in attendance

x George Kargianis Chair	x Rob McKenna Metro King County Council/RTID Board	x Dan Mathis FHWA
x Tom Dillon (Alt) City of Kirkland	x Sen. Jim Horn WA State Senate	<input type="checkbox"/> Sen. Margarita Prentice WA State Senate
<input type="checkbox"/> Connie Marshall City of Bellevue	<input type="checkbox"/> Bob Edwards Port of Seattle	<input type="checkbox"/> Randy Corman City of Renton
x Patrick Ewing City of Bothell	<input type="checkbox"/> Rosemarie Ives City of Redmond	x Steve Mullet City of Tukwila
x Sonny Putter City of Newcastle	x Joan McBride City of Kirkland	<input type="checkbox"/> Grant Degginger (Alt.) City of Bellevue
<input type="checkbox"/> David Dye WSDOT	<input type="checkbox"/> Jim Morrow (Alt.) City of Tukwila	<input type="checkbox"/> Aubrey Davis (Alt.) WSTC
<input type="checkbox"/> Rep. Cheryl Pflug WA State House of Reps.	x Dave Gossett Snohomish County	<input type="checkbox"/> Jeff Sax Snohomish County
x Fred Butler Sound Transit	<input type="checkbox"/> Rep. Christopher Hurst WA State House of Reps.	<input type="checkbox"/> Tom Paine (Alt.) City of Redmond
<input type="checkbox"/> Rick Krochalis FTA	<input type="checkbox"/> Harold Taniguchi King County	<input type="checkbox"/> Tim Olsen (Alt.) City of Bothell

Staff and Observers

Eddie Low, City of Bothell
Don Persson, City of Renton
Andrea Tull, Sound Transit
Terry Marpert, City of Redmond

Antonio Cube, Sen. Patty Murray
Kim Becklund, City of Bellevue
Natalie Singer, Seattle Times
Sandra Meyer, City of Renton



I-405 Project Team

Craig Stone, I-405 Project Director
Kim Henry, I-405 Chief Engineer
Denise Cieri, I-405 Project Manager
Rita Brogan, I-405 Public Information
Colleen Gants, I-405 Public Information
Rick Chapman, I-405 Engineering Manager

Steve Quinn, I-405 GEC Manager
Keith McGowan, I-405 Env. Mgr
Brian Wilkinson, I-405 Public Information
Todd Merkens, I-405 Public Information
Tracey McKenzie, I-405 Permitting Mgr

Call to Order:

Chairman George Kargianis called the meeting to order at 9:45 am.

Mission:

1. Review I-405 projects proposed for RTID.
2. Approve Executive Committee letter in support of RTID.

Discussion:

George Kargianis welcomed everybody and opened the meeting saying we've got some good news on the I-405 Program and that we're getting our biggest bang for our buck.

George Kargianis asked for comments from those in attendance.

There were no comments and George Kargianis turned the discussion over to Craig Stone.

Craig Stone said there were two focuses, one will be to review project status with EEI and CSS; effectively how we're going to fit the program into the communities. The second focus will be a presentation about the I-405 proposal to meet the RTID funding package.

Craig Stone said there is still a mandate to deliver to the nickel on schedule. The team is looking to get Kirkland Stage One out earlier, possibly 2005 for the Request for Proposals. Stage One is currently in civil and environmental engineering.

Craig Stone continued that CEVP is being updated for the three I-405 Nickel projects. Also, CEVP is being done the RTID package. The team is looking at the linkages between the Nickel projects and RTID funding. All the I-405 Nickel projects can go forward as is. For Renton, however, it is possible to roll together Nickel and RTID funding into a single project.

Craig Stone added that the project team has physically moved into a Bellevue location, just north of the Bellevue Transit Center. There are about 100 team members in the office and about 100 in the region, including 20 from WSDOT.



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Craig Stone shared the upcoming schedule, and the project team is having its first annual legislative briefing on June 8 at 9:30 am at Suite 405. There is also a congressional briefing tentatively scheduled on June 30, at 12:30 pm. The congressional briefing may include Senators Murray and Cantwell, and Representatives Dunn, Inslee and Smith. Craig Stone added that the Executive Committee is invited to both of these events.

Craig Stone said that the program's speaker's bureau has been very active and showed a slide with recent events.

Craig Stone introduced Keith McGowan, a key player on the program team to review the environmental features.

George Kargianis interjected regarding approving the minutes from the last meeting. The motion was seconded and accepted.

Keith McGowan continued about Early Environmental Investments, EEI, the team's approach to much of the mitigation for the I-405 project. Specific locations were identified during the early part of the I-405 EIS process. Currently there is a short list of locations, including a section of the Cedar River, in the watershed. The team has a commitment in the program's ROD to follow up on EEI actions. EEI allows the team to scale the response based on funding, including Nickel and RTID and Master Plans, each with greater levels of investment. Keeping with stewardship, the team believes it can accomplish many increased benefits.

Keith McGowan said that using the watershed approach, and looking at more than just the project area, looking instead at single large sites or fewer bigger sites, will give greater benefit. EEI partnerships may include King County, local jurisdictions and even private land owners. There are opportunities for community connections, more than just storm water management, including aesthetic benefits, habitat and recreation benefits.

Keith McGowan said that the team is looking at other sites up and down the corridor. The team is beginning to coordinate with Snohomish County to identify opportunities. Examples of EEI opportunities include using a natural system and not just an engineered facility. An example of where this is already taking place is the SR 509 project.

Craig Stone, who is also working on the SR 509 project, said this project is in several watersheds. One is the urbanized Des Moines creek watershed. There is a culvert that needs to be removed and opportunities for enhancing fish habitat, adding a high-flow bypass pipe and a regional detention facility that takes care of the local areas, and low-flow augmentations. The point is to come out with a simple engineering solution, have a partnership with King County, the City of Des Moines, and the City of SeaTac. The benefit to the roadway is that the storm water can be put in into a more natural environment.



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Rob McKenna asked for confirmation that the storm water would be moved into a creek, not just a vault or retention pond. He then asked how much of SR 509 this would cover.

Craig Stone responded that most of the SR 509 flow would be a part of this creek system.

Craig Stone said the effort can also enhance the regional trail system. Without this type of approach it would be very expensive to achieve the same results. This approach not only brought down the costs but makes for a better environment.

Keith McGowan said that the SR 509 approach is a great example a uses the model that the I-405 team is also trying to accomplish. The I-405 team is using an EEI task force to identify and volunteer sites. The task force has been out in the field with the program team.

Keith McGowan continued by saying where we are today is that we've developed stream criteria, developed watershed characterization, and called for project recommendations. The task force has signed-off on 20 sites to coordinate and investigate and start developing.

Rob McKenna said that we all understand on-site mitigation, and local pooling. He asked about how to establish proportionality between project itself and the environmental actions.

Keith McGowan said that in many cases it is possible to develop a greater bank of mitigation than is actually needed because the agreements are so important.

George Kargianis noted that this approach is flexible.

Sonny Putter commented that Eastside jurisdictions have already created a model that is acceptable to the EEI approach.

It was noted that without these highway improvements, there wouldn't be the chance to work on some of these environmental projects.

George Kargianis asked the committee to look at the meeting materials regarding the I-405 program funding by the gas tax and the possible upcoming RTID package.

Keith McGowan introduced Tracy McKenzie from the project team who plays a key role in coordinating with the jurisdictions for EEI efforts.

George Kargianis said thanks to Keith McGowan and your staff for an innovative approach.



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Craig Stone introduced Brian Elrod, part of the program team to discuss Context Sensitive Solutions (CSS) and how the program will involve citizens.

Brian Elrod said that his presentation will focus on 1) understanding of CSS, 2) benefits of CSS, and 3) how are the stakeholders involved? The main goal of CSS is how does the architectural elements fit into the community and what is the process.

Brian Elrod noted that there is Federal Highway support including a FHWA memo, for such efforts. CSS is a collaboration between officials and communities. The benefits of CSS include public acceptance, trust and support, positive relationships, partnerships, timely decisions and making decisions that stick. CSS is important to I-405 in that the affects on aesthetic and economics can be leveraged. Several groups, jurisdiction representatives, and technical and aesthetic advisory communities will be part of the process. At this time, CSS is underway and it is expected to last throughout the year.

It was noted that CSS addresses the view to the facility from the community and answers the questions what do you see, how do you soften up the landscape and what is the theme. This is a big community investment and Secretary MacDonald has made this a priority. From our team, just like EEI, if you think through the CSS features in advance, you can make it happen.

George Kargianis thanked Brian Elrod for his presentation and turned the discussion to the committee vice chair, Rob McKenna.

Rob McKenna said that the Funding and Phasing Sub-committee had met and is bringing a recommendation to move forward with. RTID approved a draft revenue level that provided over \$2.7 billion above the Nickel funding to I-405. Here is what that money will buy for the I-405 project. RTID will meet again on June 3, and at the moment is waiting to see if Sound transit will vote to join the package.

Rob McKenna said that a final decision will need to be made in June to get on the November ballot. Polls show that people don't like taxes and RTID will have to make the decision. Voters need to see where the money will go and it is important to let the voters decide the set of investments.

Senator Horn asked about the cost analysis process.

Rob McKenna said there is funding provided by the legislature to RTID who has signed with US Cost to do the independent analysis. A preliminary report will be available later this summer.

Craig Stone said that the independent group is meeting with the I-405 team and he will bring report back once it's complete.



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George Kargianis asked if there was a formal motion to approve the Funding and Phasing recommendation.

Rob McKenna called for the motion and it was seconded.

Craig Stone asked the committee to look in the meeting materials. These included an RTID timeline and descriptions of the general program.

Craig began walking through the details of the I-405 plan starting with Tukwila in the south and moving north along the corridor.

Sonny Putter asked about the HOV freeway-to-freeway connections.

Craig Stone said they will be coming south on I-405 there will be a direct connection to SR 167.

Sonny Putter asked about the northbound connection from SR 167.

Craig Stone said this would be the same connection as from I-405.

Senator Horn commented that the legislature asked for the study to determine on which side to put the HOV lanes.

Craig Stone said that there will be two additional lanes from SR 167 toward Bellevue. One of these additional lanes is to put the system in balance.

Craig Stone said that the North 8th Street direct access is part of Sound Transit's projects. The I-405 team has been working with Sound Transit and Renton on this project.

Craig Stone said that in looking at the funding package, RTID has identified \$2.7 billion, using our best estimating at a 90 percent confidence rate this is our package. We can say on a ballot measure that we can build this and are accountable. If we get Federal dollars or achieve cost savings we can include additional options.

Craig Stone said that we are now working with Group Health and Overlake Hospital and have included the NE 10th Street crossing as an additional option for the I-405 plan.

Rob McKenna asked whether the additional options could be done without undoing the set program.

Craig Stone responded yes.

Craig Stone continued that the team is looking at another additional add option in Bothell where one lane can be added northbound between SR 522 and SR 527.





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Dave Gossett said that there may be some way to cascade money down to road projects later depending on Sound Transit's participation.

George Kargianis asked for a motion to approve. The motion was approved.

George Kargianis read the last paragraph in the letter to RTID and asked for a motion to sign the letter. The letter was approved, and is attached to this meeting summary.

Sonny Putter asked whether there will be additional information conveyed to RTID.

Craig Stone said that the information will be conveyed and that members can ask for specific briefing.

George Kargianis said that our letter says we will work with RTID staff.

George Kargianis asked for further comments. George Kargianis thanked everybody for the great job. This is a first necessary step in fulfilling the I-405 vision. George Kargianis said let's hope that in the future that additional funding will be available to make our vision complete.

Next Meetings:

**Next Executive Committee Meeting: November 16 – 9:30 to 11:30 am,
Peter Kirk Room, City of Kirkland City Hall.**

The meeting adjourned at 11:20 am.